

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4956. 號七廿月五年九十七百八千一英

HONGKONG, TUESDAY, MAY 27, 1879.

日七初月四年卯己

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAKE & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WILD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BLAIR & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZEL & Co., Malacca.

CHINA:—MORRIS A. A. DE MELLO & Co., Swatow, CAMPERELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,800,000 Dollars.

COURT OF DIRECTORS.  
Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. KESWICK.  
R. B. BELLING, Esq. WILHELM REINERS, Esq.  
H. L. DAINSFIELD, Esq. F. D. SASSOON, Esq.  
H. HOFFMANN, Esq. W. S. YOUNG, Esq.  
A. McIVER, Esq.

CHIEF MANAGER.  
Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 15, 1879.

## ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

## RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3 per Annum.  
" 6 " " 4 " "  
" 12 " " 5 " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation.  
Hongkong, November 28, 1878.

## CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £150,000.

## BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

## RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## Banks.

COMPTOIR D'ESCOMPTE DE PARIS.  
(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £200,000.

HEAD OFFICE—14, RUE BERGÈRE, PARIS.

AGENCIES and BRANCHES at: LONDON, BOURBON, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, CALCUTTA, BANGKOK, NANTES, SHANGHAI, FOCHOW.

LONDON BANKERS: THE BANK OF ENGLAND. THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT, Manager, Shanghai.

Hongkong, May 20, 1879.

## Auctions.

### PUBLIC AUCTION.

VALUABLE LAND & GODOWNS, &c.

THE Undersigned have received instructions from Messrs LANDSTEIN & Co. to sell by Public Auction, on

THURSDAY, the 12th June, 1879, at 3.30 p.m., at their Office, MARINE HOUSE, Queen's Road,—

The following VERY VALUABLE LOT OF LAND, with COAL GODOWNS AND CHINESE DWELLING HOUSES erected thereon, at Praya East, having a Water Frontage of 116 feet by 314 feet, containing about 36,000 square feet, divided into Lots as follows:—

LOT No. 1.—Portion of that PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Cross Street.

LOT No. 2.—Portion of that PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Cross Street.

LOT No. 3.—Portion of that PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Albany Street.

LOT No. 4.—Portion of that PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Nullah Lane.

LOT No. 5.—That PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Marine Lot No. 116, and Inland Lot No. 429, with Three Large Godowns capable of storing 2,700 tons each, and Two Small Godowns with Water Frontage and Servants' Quarters erected thereon.

TERMS OF SALE.—One-quarter of Purchase Money to be paid on the fall of the hammer, and the Balance on completion of Transfer, the expense of which to be paid by the Purchasers. The Property to be at Purchasers' risk on the fall of the hammer. For further Particulars and Plans, apply to

HUGHES & LEGGE, Auctioneers.

Hongkong, May 21, 1879. jn12

### PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

### THE HONGKONG DISTILLERY.

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, Vats, Stock, and TRADE FURNITURE and FIXTURES.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (On account of the concerned,) ON

### FRIDAY,

the 30th May, 1879, at Noon, at the Godown of Messrs DOUGLAS, LAPRAIK & Co.,—

(To close the account sales), 182 Bales BOMBAY COTTON YARN, lbs. 400.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

H. N. MODY, Auctioneer.

Hongkong, May 26, 1879. my30

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on an early DATE, unless disposed of privately, of which due Notice will be given—

Portions of INLAND LOT No. 105, adapted for the erection of FIVE CHINESE HOUSES on COCHRANE STREET, corner of Gage Street, and FIVE HOUSES on Gage Street, corner of Gutclaff Street.

Plans may be seen, and all particulars obtained at the OFFICES of

SHARP & DANBY, No. 6, Queen's Road, lately Messrs E. D. SASSOON & Co.

Hongkong, May 17, 1879.

## Intimations.



### TREASURY BILLS.

TENDERS OF SPECIE, Mexican Dollars current in this Colony, weighing 7.1.7, in exchange for BILLS, drawn at 10 days' sight, on the Lords Commissioners of Her Majesty's Treasury, will be RECEIVED by the TREASURER until 12 Noon, WEDNESDAY, the 28th Instant.

The Tenders to state the Total Amount required, and the Amount for which each Bill should be drawn; but no Bills will be issued for sums below £1,000.

The Tenders to be in duplicate, in Sealed Covers, addressed to "The Treasurer," and endorsed "Tenders for Treasury Bills."

The right to accept, or reject, any or all the Tenders is reserved.

J. MUSKETT, Captain, Treasurer.

Treasury Office, Commissariat Buildings, Queen's Road, Hongkong, 26th May, 1879. my28

## HYDROGRAPHIC NOTICE.

APPROACHES TO HONGKONG—TYTAMI CHANNEL.

POSITION OF DANGER. Lat. 21° 57' 36" N. Long. 114° 07' 59" E. Left Extreme Tytami Island, N. 30° W. Right Extreme do. N. 55° E. Least Water on the Rock (reduced to low Water Springs) 12 feet.

CHANGING MARKS. No Vessel should stand to the Northward of a line joining the S.E. point of Yeohau Island with the centre of Guyene Island (bearing respectively from each other N. 67° E. and S. 67° W.) until Yeohau Head opens clear of S.W. point of Tytami Island bearing N. & W.

This Rock is about 80 feet Long East and West, and 20 feet North and South. Between the Rock and the Island the Soundings vary from 8 to 10 fathoms.

(Signed) G. KING HARMAN, Lieut. and Navigating Officer H.M.S. "Mouquillo."

Approved. (Signed) GEO. A. G. GREY, Lieut. and Commander, H.M.S. "Mouquillo."

Hongkong, 8th May, 1879. jn20

This Notice affects Admiralty Chart No. 2318 and Sailing Directions for the China Sea Vol. III, page 78.

In Re the Estate of the late DEPUTY COMMISSARY BAKER, DECEASED 19th February, 1879.

ANY CLAIMS against the above mentioned Officer's Estate should be sent to the DEPUTY COMMISSARY GENERAL on or before the 6th Day of JUNE Next, after which Date Note can be entertained, at the account of the Deceased will then be closed.

Commissioner's Office, Hongkong, 22nd May, 1879. my30

## Intimations.

### NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

A GENERAL MEETING of the Subscribers to and Supporters of the HONGKONG COMMERCIAL EXCHANGE, will be held at the Chamber of Commerce, City Hall, on WEDNESDAY, the 28th Instant, at 3.30 p.m., for the purpose of framing Rules, &c.

By Order, E. GEORGE, Secretary.

Hongkong, May 26, 1879. my28

### NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE HOUSE, Queen's Road Central, will be Open and Ready for the use of MEMBERS, on MONDAY, the 2nd June next. Applications for admission as Members to be addressed to

E. GEORGE, Secretary.

Hongkong, May 14, 1879.

### NOTICE.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

DURING the Next THREE MONTHS the Company's Steamers from CHINA will proceed direct to LONDON, leaving Hongkong on the following Dates:—

3rd June, S.S. Lombardy, tons 2723
17th " " Zambesi, " 2431
1st July, " Teheran, " 2589
15th " " Khedive, " 3742
29th " " Malwa, " 2933
12th Aug., " Katar-i-Hind, " 4023
26th " " Cathay, " 2982
9th Sept., " Bokhara, " 2932

A. McIVER, Superintendent.

Hongkong, May 22, 1879. jn22

### NOTICE.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1878.

SHAREHOLDERS in the above OFFICE are Requested to furnish the Undersigned with a LIST of THEIR CONTRIBUTIONS for the Year ending 31st December, 1878, in order that the Distribution of the PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 30th JUNE Next will be Adjusted by the OFFICE, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 14th May, 1879. jn30

### NOTICE.

MR. EDWARD BURNIE will Conduct my BUSINESS of MARINE SURVEYOR during my temporary absence from the Colony.

R. H. CAIRNS, Club Chambers, Hongkong, May 6th, 1879. jn6

YANGTZE INSURANCE ASSOCIATION.

### NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. on the NET PREMIA CONTRIBUTED, payable at our Office on and after the 18th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors, RUSSELL & Co., Agents.

Hongkong, May 5, 1879.

### DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

### SAILORES' HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailors' Home, West Point.

Hongkong, July 24, 1878.

## Intimations.

### HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision, and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co., Proprietors.

Hongkong, November 29, 1878. my29

### NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, OVER the MEDICAL HALL.

Hongkong, September 23, 1878.

### Notices of Firms.

### NOTICE.

MR. THOMAS WILLIAM WRIGHT is authorised to SIGN our Firm per Procuration from this Date.

SAYLE & Co.

Hongkong, May 6, 1879. jn6

### NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.

Mr. CHARLES VINCENT SMITH is admitted a Partner from this Date.

RUSSELL & Co.

Hongkong, January 1, 1879. jyl

### NOTICE.

MR. JAMES ANDERSON, formerly Manager of the Foochow DOCKS, has this Day been admitted a Partner in our Firm.

J. INGLIS & Co., Victoria Foundry, Wanchai.

Hongkong, April 1, 1879. jyl

### For Sale.

### FOR SALE.

THE British Iron Barque "BEN-OLUTHA," 907 Tons Register, as she now lies at anchor in CHEFOO Harbour.

For Particulars, &c., apply to Messrs H. SRETAS & Co., Chefoo.

Hongkong, April 28, 1879. my28

### FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co.

Hongkong, May 26, 1879.

## Shipping.

### Steamers.

FOR MANILA (DIRECT).

The Departure of the Spanish Steamer "SALVADORA,"

LARRINAGA, Master, is POSTPONED until WEDNESDAY, the 28th Inst., at Noon.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, May 26, 1879. my28

FOR AMOY, TAIWANFOO & TAMSUI.

The Steamship "ALBA,"

Capt. F. ASHON, will be despatched for the above Ports on THURSDAY, the 29th Instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, May 26, 1879. my29

FOR SWATOW, AMOY & FOCHOW.

The Steamship "KWANGTUNG,"

Captain GOON, will be despatched for the above Ports on THURSDAY, the 29th Inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, May 26, 1879. my29

### FOR AMOY.

The Steamship "DIAMANTE," Capt. TREAU, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, May 26, 1879.



## Intimations.

Volume Seventh of the  
"CHINA REVIEW."

Now Ready.

No. 5.—Vol. VII.

—OF THE—

## CHINA REVIEW

## CONTAINS—

Legislation and Law in Ancient China.  
Jottings from the Book of Rites.  
Chinese Running Hand.  
The Critical Disquisitions of Wang Ch'ung.  
The Sadness of Separation, or Li Sao.  
Historical Table of the High Officials Com-  
prising the Central and Provincial  
Governments of China.  
Mr. Kingmill and the Shi King.  
Short Notices of New Books and Literary  
Intelligence.  
Notes and Queries—  
Notes on the Language of the Formosan  
Savages.  
The Rainfall of Peking in connection  
with the Sunspot Theory.  
On some of the Constellations in the  
Sikhing.  
Ancient Vases.  
Anniversary of the Downfall of the  
Yuen.  
Crocodiles.  
Mourning Etiquette.  
The Land Tax.  
Sanskrit Characters.  
Zoology.  
Mongol Alphabets.  
The God of the Hearth.  
Books Wanted, Exchanges, &c.  
China Mail Office,  
Hongkong, May 17, 1879.

## NOTICE.

THE Interest and Responsibility of the  
Underigned in the Chinese Mail,  
華字日報 (Wah Tse Yat Po),  
CREATED from the 1st August, 1877.

CHUN AYIN.

Hongkong, April 6, 1878.

## WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, are now  
ready at this Office.—Price, \$1 each.  
CHINA MAIL Office.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

THE BRITISH BARK CARRIERS,  
FROM LONDON.

CONSIGNEES of Cargo by the above-  
named Vessel are requested to send  
in their Bills of Lading to the Underigned  
for countersignature, and to take immediate  
delivery of their Goods.  
Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

MEYER & Co.,  
Agents.

Hongkong, May 21, 1879.

## FROM HAMBURG VIA SINGAPORE.

THE S. S. Olaf having arrived, Con-  
signees of Cargo are hereby informed  
that their Goods are being landed and  
stored at their risk into the Godowns of  
the Underigned, whence and/or from  
Wharves or Boats delivery may be ob-  
tained.  
Cargo remaining undelivered after the  
1st June will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SIEMSEN & Co.,  
Agents.

Hongkong, May 26, 1879.

FROM SAN FRANCISCO AND  
YOKOHAMA.

THE Steamship Alaska, Captain Sea-  
bury, having arrived from the above  
Ports, Consignees of Cargo by her are  
hereby requested to send in their Bills of  
Lading to the Underigned for counter-  
signature, and take immediate delivery of  
their Goods.  
Cargo impeding her discharge will be at  
once landed and stored at Consignees' risk  
and expense.  
The above Steamer having incurred  
General Average, Consignees of Cargo and  
Treasure are notified that a General Aver-  
age Bond is now lying at our Office and  
will require their Signature before delivery.

RUSSELL & Co.,  
Agents.

Hongkong, May 10, 1879.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

GOLDEN FLEET, British barque, Capt.  
James Willshire.—Vogel & Co.

ALBA, British barque, Captain George  
Robb.—Jardine, Matheson & Co.

VICTORIA, American barque, Captain F.  
W. Call.—Order.

JOHN R. STANHOPE, American barque,  
Capt. H. G. Pillsbury.—Arnold, Karberg  
& Co.

ARCTIC, British steamer, Captain D.  
Booth.—Jardine, Matheson & Co.

BERGHOFF, German barque, Captain  
Hajó.—Melchers & Co.

KILMARNOCK, British steamer, Captain  
Henry O'Neill.—Gibb, Livingston & Co.

ALICE O. DICKINSON, American S.M.  
shipowner, Captain Wm. J. Bugant.—Order.

RELATION, American barque, Capt. D.  
B. Jay.—Captain.

—Danish schooner, Capt. Lassen.

HAWTHORN, British barque, Captain C.  
Mead.—Wiles & Co.

## To-day's Advertisements.

AUSTRALASIAN STEAM NAVI-  
GATION COMPANY.FOR PORT DARWIN, COOKTOWN,  
SYDNEY & MELBOURNE.Taking Cargo and Passengers for all Aus-  
tralian and New Zealand Ports,  
TASMANIA, NEW CALEDONIA & FIJI.

One of the Company's

Steamers

will be despatched as above

on or about the 7th Proximo.

For Freight or Passage, apply to

GEO. R. STEVENS &amp; Co.

Hongkong, May 27, 1879.

## SHIPPING.

## ARRIVALS.

May 27, *Albay*, British steamer, 366, F.

Aston, Tamsui, May 22, and Amoy 26.

General.—*DOUGLAS LAPRAK & Co.*May 27, *Kiangchow*, British steamer, 365,Goggin, Hoikow May 23, General.—*Kwox*

Achock.

May 27, *Fei Hoo*, Chinese R. C., from

Canton.

May 27, *Hesperia*, German steamer, 1136,

M. F. Johannson, Saigon May 23, Rtee.—

SIEMSEN &amp; Co.

May 27, *City of Santiago*, British steamer,

1291, Peters, Saigon May 23, Rtee.—

ADAMSON, BELL &amp; Co.

## DEPARTURES.

May 27, H.M.S. *Mosquito*, for Canton.27, *Tajo*, Portug. gunboat, for Macao.27, *Octava*, for Saigon.27, *Wacht*, for Tourn.27, *Leipzig*, Ger. frigate, for Europe.27, *Iravaddy*, for Marseilles, &c.

## CLEARED.

*Argyll*, for Guam.*Flery Cross*, for Manila.*Achilles*, for Shanghai.*Memnon*, for Hilo.

## PASSENGERS.

## ARRIVED.

Per *Albay*, from Tamsui and Amoy, 1

European deck, and 4 Chinese.

Per *Hesperia*, from Saigon, 7 Chinese.Per *City of Santiago*, from Saigon, 70

Chinese.

## DEPARTED.

Per *Iravaddy*, for Saigon, one Chinese;

for Singapore, Messrs C. Cuff, and Galache;

for Galle, Mr. T. L. Pim; for Port Said,

Mr. G. Darmann; for Marseilles, Mrs.

Kewick, 3 children and servant, Mr. E.

Peters, Mr. and Mrs. Leysohn and 2

children, Mrs. Huskisson and 2 children;

Messrs Felix Mensburger, E. Fajard, and

Ullmann, and servant.—From Shanghai:

for Singapore, Mr. Frank Kundy; for

Marseilles, Mr. and Mrs. Wm. Forbes, 8

children and servant, Mr. Warrick, Mr. and

Mrs. Vigler and amah, Messrs Bolbot, and

A. A. Moldaweb, and Mrs. Paterson.—

From Yokohama: for Port Said, Mr. Tal-

lers; for Marseilles, Messrs Schaeffer, Ka-

wakami, Ferso, Ishiguro, Takamatsu,

Natsuri Sakai, Oke, Sherata, Mrs. Anglin

and 8 children, Mr. and Mrs. Strach,

Messrs Christison and Newton, Mr. and

Mrs. Westerveld and son, and Mr. J.

Curtis.

Per *Octava*, for Saigon, 175 Chinese.

## SHIPPING REPORTS.

The British steamer *Albay* reports:

Left Tamsui on the 22nd, and Amoy on the

26th, having experienced light variable

winds and fine weather throughout. In

Amoy: S. S. *Emmy*. Passed the S. S.*Douglas* off Breaker Point on the morning

of the 26th.

The British steamer *Kiangchow* reports:

Experienced heavy weather on the 23rd,

and anchored under Tyung Island, re-

mained there until the morning of the 26th

when the weather moderated, and had fine

weather for the remainder of the passage.

The German steamer *Hesperia* reports:

Fine weather and light breeze throughout.

The British steamer *City of Santiago* re-

ports: Light S.E. winds and fine weather

to port.

## POST OFFICE NOTICES.

## MAILS will close:—

For MANILA.—

Per *Salvadora*, at 11.30 a.m., on Wednes-

day, the 28th inst., instead of as

previously notified.

Per *Sorogon*, at 2.30 p.m., on Wednes-

day, the 28th inst.

For SAIGON.—

Per *Galley of Lorne*, at 4.30 p.m., on

Wednesday, the 28th inst.

For AMOY, TAIWAN, AND TAMSUI.—

Per *Albay*, at 5 p.m., on Wednesday, the

28th inst.

MAIL BY THE UNITED STATES PACKET.

The United States Mail Packet *Bella*, will

be despatched on SATURDAY, the

31st inst., with Mails for Japan, San

Francisco, and the United States,

which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters

(except for Non-Union Countries) may

be posted on board the Packet with

Late Fee of 18 cents extra—Postage

until the time of departure.

Correspondence for Non-Union West Indies

(excepted the Bahamas and Hayti),

Monte Video, Paraguay, and Uruguay

can on longer be sent by this route.

Hongkong, May 17, 1879.

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MAIL BY THE UNITED STATES PACKET.

The French Contract Packet *Tigre*, will

be despatched on TUESDAY, the

10th June, with Mails to and

through the United Kingdom and

Europe, via Naples, to Saigon, Straits

Settlements, Batavia, Burmah, Ceylon,

India (via Madras), Australia, New

Zealand, Tasmania, Fiji, Aden, Sey-

chelles, Réunion, Mauritius, Swaz,

and Alexandria. This is the best

opportunity for forwarding Corre-

spondence to—Africa, the Cape,

St. Helena, and Ascension.

The usual hours will be observed in closing

the Mails.

## POST OFFICE NOTICES.

## MAILS will close:—

For SWATOW, AMOY, &amp; FOOCHEW.—

Per *Kwangtung*, at 11.30 a.m., on Thurs-

day, the 28th inst.

For SAIGON.—

Per *Paladin*, at 4.30 p.m., on Saturday,

the 31st inst., instead of as pre-

viously notified.

## MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Lombardy*, will

be despatched on TUESDAY, the

3rd June, with Mails to and

through the United Kingdom and

Europe via Brindisi or Southampton;

to the Straits Settlements, Batavia,

Burmah, Ceylon, India, Aden, Egypt,

Malta, and Gibraltar.

N.B.—This Packet carries no mails for the

Australian Colonies, E. or S. Africa,

nor for Mauritius.

## HOURS OF CLOSING

## THE CONTRACT MAILS.

The following hours are observed in closing

Mails, &amp;c., by both the British and

French Contract Packets:—

Day before departure, at 5

p.m.—Money Order Office closes; Post

Office closes except the Night Box,

which remains open all night.

Day of departure, at 7

a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases.

Posting of all printed matter and

patterns ceases.

11 a.m.—Mails closed, except for Late

Letters.

11.10 a.m.—Letters may be posted with

Late Fee of 18 cents until

11.30 a.m.—when the Post Office Closes

entirely.

11.40 a.m.—Late Letters may be posted

on board the packet with Late Fee of

18 cents until time of departure.

## Shipping Intelligence.

The following is corrected from the latest

London and Colonial Papers, &amp;c.:—

## VESSELS TO ARRIVE,

## AT HONGKONG.

When left. Name. From.

Dec. 17, *Blenheim*, Flushing.Feb. 8, *Vale o' Doon*, Antwerp.13, *South American*, Penarth.18, *Vigilant*, Cardiff.23, *Grosvenor Constantine*, Hamburg.28, *Monte-Rosa*, Cardiff.28, *G. O. Trufant*, Cardiff.28, *Edward Barrow*, Hamburg.Mar. 4, *Chocorus*, London (via

Cardiff).

5, *Windhover*, London.7, *Cadiz*, Liverpool.14, *John A. Briggs*, Cardiff.27, *Agnes Muir*, London.28, *Adam M. Simpson*, Cardiff.Apr. 2, *Wuhu*, (s.) Liverpool.4, *Spice*, Cardiff.8, *Leon*, Liverpool.— *Electra* (s.) London.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Glenroy. Benarty.

Sailing Vessels.

Harter. Bonaccord.

Obma. Whiteadder.

Werra. Douglas Castle.

At Liverpool.

Anchises (s.) Stentor (s.)

At Cardiff.

Charger.

## Quotations.

HONGKONG, May 27, 1879.

OPIUM.—New Patna, cash, \$560.

" Old " cash, —

" New Benares, cash, 520.

" Old " cash, —

" New Malwa, credit, 750.

" Allowance Taels, —

" Old Malwa, credit, 750.

" Allowance Taels, —

## Exchange.

Bank, Wire, ... 3/8

" Demand, ... 3/8

" 30 days' sight, ... 3/8

" 4 months' sight, ... 3/8

Credits, 6 months' sight, 3/10

India, Wire, ... 280s

" demand, ... 231

Shanghai, demand, ... 73s

" 80 days' sight, ... 74

Gold Leaf, 98s fine ... 28 50

Sovereigns, ... 5.22

## Shares.

Hongkong Bank, 50 p.m.

Union Ins. Society of



In 1819, M. went to Paris with Lord John Russell, and extended his tour to Italy, and saw Lord Byron at Venice. He returned to Paris, where he brought his family, and fixed his residence till 1822. Here he wrote *The Loves of the Angels*, which appeared in 1823, and *The Epicurean*, a prose romance, which was not published till 1827. On his return to England, he fixed his abode at Spelton Cottage, near Bowood, and issued the *Memoirs of Captain Roach* in 1824, and the *Life of Sheridan* in 1825.

Byron had handed over to Moore for his own special benefit, a manuscript autobiography, on the condition that it should not see the light till after its author's death. Byron died in 1824, and as, at the request of his lordship's relatives, the manuscript was destroyed, Moore then entered into arrangements with Murray to produce a life of the deceased poet. *The Life of Lord Byron* was published in 1830 in two volumes. Next year he published the *Life of Lord Edward Fitzgerald*. His last important work was a *History of Ireland*, published in *Lardner's Cyclopaedia*. A pension of £300 per annum was conferred on him in 1836. In 1841, he brought out an edition of his entire poetical works. For the three years preceding his death, he was afflicted with softening of the brain. He died on the 26th February 1832. His friend, Lord John Russell, published his *Memoirs, Journal, and Correspondence*, in 8 volumes (1852-1855).

Despite his popularity during his lifetime, Moore can hardly be placed in the rank of great poets. His muse is a spangled dancing-girl—light, airy, graceful, but nothing more. His most ambitious work, *The Loves of the Angels*, is beneath the Miltonic, or even the Byronic standard. *Lalla Rookh* is brilliant, but fatiguing. He is most successful in polished satire and the lighter sentiments; and his reputation will ultimately rest on *The Beguiling Post-bag* and the *Irish Melodies*.

The *Pioneer*, generally believed to be the organ of Government, delivers itself of an extremely impolitic declaration in view of Archibald Forbes' article in *Time* to which we recently alluded. Our Allahabad contemporary tells us that "constant reference is made to the Queen, and that her personal inclinations constitute what might almost be called the mainspring of the political machine." Then, again, "the routine by which, subject to the possibility of being so controlled, the Queen really does keep herself acquainted with Indian affairs would supply Mr Forbes with many more surprises if he ever came more closely in contact with it." If so, all we can say is that a most unconstitutional and mischievous system is at work. The *Pioneer* says, for the Government, that "if Mr Forbes has been the instrument of bringing to light and to the knowledge of the Indian people that their Government is carried on to some extent by the Queen personally, in direct communication with the Viceroy over the heads of Parliament, he has unconsciously done them a service." We quite agree with this, if we are allowed to say that Mr Forbes' exposure of how Imperial matters are meddled with and muddled is the most certain way to put a stop to this unconstitutional procedure. The questions in Parliament are not done with on this subject yet; the nothing-to-do-with-private-correspondence reply will not answer all time coming.

In the report by Mr Victor Drummond, H. M.'s Secretary of Embassy and Legation at Washington, on the United States Carrying Trade and new steamship line to Brazil, we find, in embodied newspaper cuttings, and in his own remarks, certain particulars which have considerable local importance. Mr John Roach, whose ship-building yard at Chester is said by Senator Blaine, of Maine, to be perhaps more complete in all its appointments than any yard in Great Britain, was the head and founder of the great enterprise of opening up Brazil, with its 4,000,000 square miles of territory, to American Trade; and he in his own name, November 10, 1877, entered into a contract with the Brazilian Government to run for ten years after the 1st May following, mail steamers between the U. S. and Brazil, receiving \$100,000 a year, and hoping for a subsidy later from Congress. He was not only to increase unlimitedly the trade of the States with Brazil, but to "revive American commerce and strive for the mastery of the ocean." Mr Drummond, writing of the motives and purposes of his scheme, finds room for the following interesting newspaper extract, which, he says, is "from the pen of a man who is not only master of the subject, but one capable of expressing his views in a very unpleasant way to the subsidized shipbuilding fraud of Chester":—

Mr Roach must have some other and better reason for his anxious, unselfish, and patriotic defence of the prohibitory registry law, which his well-known modesty forbids him to disclose to the President and Congress. We shall endeavour to relieve him from his dilemma, and make his patriotism and disinterestedness as clear as they shall be understood and appreciated by all men. The price which Mr Roach names as the cost of a British-built steamship of the first-class is the price at which the ship is delivered to the shipowner and includes the builder's profit. The price which he gives as the cost of a first-class steamship built at Roach's yard is exclusive of Mr Roach's profit. What those prices amount to is shown by the following figures:—

The *City of Liverpool* and *City of Tokio*, 5,000 tons each, cost as stated by Mr Roach (for the information of the President and Congress) \$42,000 d. l. l. s. The *City of San Francisco*, *City of New York*, and *City of Sydney*, 3,010 tons each, cost, on the same authority, \$28,200 dollars each. Total cost of the five steamers, 2,822,500

dollars. Turning to the construction account of the Pacific Mail Steamship Company, as printed in their official report of April 30, 1878, we find that the Company paid Mr Roach for the *City of Peking*, 1,204,404 dol. 69 c.; for the *City of Tokio*, 1,275,102 dol. 44 c.; for the *City of San Francisco*, 744,960 dol. 42 c.; *City of New York*, 757,539 dol. 46c.; *City of Sydney*, 744,331 dol. 61 c., making a total of 4,786,338 dol. 52 c., and leaving honest John Roach a profit, by his own showing, of 2,392,738 dollars (just 100 per cent.) on the five steamers. The price paid for the *Peking* and the *Tokio* is exclusive of the 300,000 dollars expended on them in San Francisco. With this explanation of Mr Roach's methods for "reviving American commerce and striving for the mastery of the ocean," it is useless to follow his plea for ocean subsidies. He says we cannot establish and keep up steam lines to foreign ports without liberal subsidies for long terms. Of course we cannot do without subsidies if our shipowners and steamship companies are to start with paying a toll equal to 100 per cent. on the cost of their steamers, and compete with foreign shipowners.

If the Pacific Mail Company could have bought their five steamers named above upon the Clyde, the Company would have saved 2,000,000 dollars on their first cost, and 300,000 dollars in repairs, besides several months' detention to the two large steamers. Allowing 20 per cent. per annum on this sum for interest, insurance, and depreciation, the saving would be equal to a subsidy of 520,000 dollars per annum, plus the money expended every winter at Washington in efforts to extort a subsidy from the taxpayers of the country through their representatives in Congress. Such subsidies when obtained do not benefit the stockholders of the Pacific Mail, as the experience of the past ten years and the present financial status of the Company abundantly prove. It is obvious that such part of the endowment as escape the clutches of the managers *pro-tem*, goes to swell the already colossal fortune and extravagant profits of the great American shipbuilder—and patriotic defender of our prohibitory ship registry law. Hence his desire for a general system of ocean subsidies, all of which he proposes to absorb after his manner of absorption of the late subsidy and profits of the Pacific Mail, and hence opposition to a relaxation of the ship registry law, which would relieve shipowners, and force Mr Roach to be contented with a fair and moderate profit on the work turned out from his shipyard.

I have also noticed in print that two of the vessels mentioned, the *City of Peking* and the *City of Tokio*, when they made their voyage round to San Francisco, reached there in a dangerous condition, owing to their defective model, their rivets were out and have been in repair half the time since.

The *Japan Gazette* has received a sample of paper from the Kobe Paper-Making Co., measuring 42 by 31 inches, and weighing 5½ lbs. to the printer's ream. Our contemporary says:—

The paper is of excellent quality and texture, too thin for foreign newspaper work but admirably adapted for the Japanese. The colour is cream-white, and the efficiency of the machinery is shown by the smoothness of surface, and thorough evenness of the paper. We understand that the Company is prepared to make paper of any size and weight to suit customers, and certainly if the bulk of production should equal the quality of the sample we have seen, imported paper will soon be wholly driven out of the market. Purchasers of paper regard certainty of supply as an important element of their contracts, and it would be interesting to learn that provision is made to guard against a forced cessation of manufacture from breaking down of machinery or other unforeseen accidents. A stock sufficient for two months' supply at least would be the best security against the occurrence of contingencies of this character.

Bold piracies are much less frequent on the Indian Coast than with us, but the Bombay people are still having an occasional sensation of that kind. The following paragraph is from the *Gazette*:—

An extraordinary occurrence is reported to have occurred near Bombay a few days ago. A native boat while voyaging from Bombay to Khavnagar loaded with grain was boarded taken possession of by a number of robbers, who bound the five men forming the crew to the anchor and threw them overboard. One of the five, who was not so securely tied as the rest, freed himself from the anchor and was picked up by another boat; the other four were drowned.

We do not often hear of runaway matches in China, but a contemporary gives publicity to one that has just occurred at Fung-kwa in the mountainous district of Ningpo:—

A farmer, who had an only child, a marriageable daughter, took as apprentice a young man from a neighbouring town. One day, in the absence of himself and wife, the apprentice and the daughter decamped, taking away with them all the money, clothing, and other portable things they could find. The parents were petrified with astonishment, and could do nothing but rave. Their relatives urged them to report the elopement and robbery to the Magistrate, but as that required an outlay of money the disconsolate parents would not entertain the idea. "You must lodge a complaint against the runaway, else the parents will have you called upon to make good the loss of their son, who is entrusted to your guardianship. You must sell your bullock to raise the money." "No, or then I shall be unable to conduct my farm," replied the poor man, with other remarks corresponding to our law about throwing good money after bad. His friends took the case in hand, sold the bullock, and paid the Magistrate to attend to the case, which the Chinese say may be settled any time within a hundred years, if the complainant should have good luck.

The following paragraph went the round of the papers in England six or seven years ago. General Grant is not a fooler man; but once in a while he indulges in a little story, and tells it well. Referring to the difference in wages in Europe and America, he relates the incident of a free-trade agent who was complaining of the cost of clothing

in America and its cheapness abroad: "Why, my friends," said the orator, "you can buy as much for a shilling in Ireland as you can for fifty cents in the United States." "True enough, your honour," said an Irishman in the crowd, "but the difficulty in Ireland is to get the shilling."

GENERAL GRANT, whilst in Bombay, nearly lost a breakfast. On the 15th of February last, an Agent of the Society for Preventing Cruelty to Animals came on a pony, lame in the near hind leg. The pony belonged to His Excellency the Governor, was dragging His Excellency's tonga, and was driven by His Excellency's servant. The Agent, notwithstanding, sternly handed over driver and pony to the police, and the driver was only released on pleading that the tonga contained materials for General Grant's breakfast. The story was told the other day at a meeting of the Society, His Excellency presiding.

## SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Honor the Chief Justice, Sir JOHN SMALC.)  
Tuesday, May 27.

THE BUYING AND SELLING OF WOMEN FOR IMMORAL PURPOSES.

Chan A I was charged on the following ten counts with forcible detention of women &c.

1. With other persons to the Acting Attorney General unknown, feloniously, unlawfully and by force detaining, against her will, at Victoria, November 19, 1878, a certain woman named Leung Ayung with intent to sell her.

2. With others unknown, unlawfully selling the said woman for the purpose of prostitution.

3. With others unknown, same date, receiving and harbouring the said woman, knowing that she had been sold or purchased for the purpose of prostitution.

4. With others unknown, unlawfully and by fraud, same date, detaining the said woman for the purpose of emigration.

5. With others unknown, unlawfully and by fraudulent means, leading and taking away the said woman from this Colony for the purpose of prostitution.

The second five counts corresponded exactly with the first five, and related to another woman named Yu Amul.

The Acting Attorney General (Hon. J. Russell) prosecuted; and Mr Hayllar defended the accused.

The prisoner being called upon to plead, Mr Hayllar, as Counsel, entered a plea on her behalf of "guilty" on the 2nd, 3rd, 4th and 5th counts. He, as Counsel, could not plead guilty to the first count, which was a felony. As to the second five counts they constituted a second offence, charged separately and distinct; he thought two distinct charges could not be tried at the same time.

His Lordship said he believed such a practice had always held before.

After some conversation, the Acting Attorney General said that he was quite satisfied if he obtained a conviction on the four counts to which Mr Hayllar had entered a plea of "guilty," as he thought that would satisfy the ends of justice. He should therefore enter a *nolle prosequi* in the other counts, viz. the first, and sixth to tenth counts.

The jury were then told they would not be required.

His Lordship remarked that there seemed to be here a regular market and trade of this kind; and that made the case one much more difficult for the Court to deal with, because the Court was obliged to put down with a strong hand whatever had become in any way a strong-handed defiance, as it were, of the law. He put that to Mr Hayllar because he thought it right he should know what was in the mind of the Court.

Mr Hayllar was afraid it was a thing for which we were very much to blame ourselves.

The case was adjourned till Thursday next at 10 o'clock, his Lordship remarking that he simply presented this particular feature to the Counsel for the defence as the difficulty in his mind.

There was no other criminal business; the two women convicted of child-stealing (the little boy case) still stand over for sentence. This Chan A I case is the last one on the calendar.

## Police Intelligence.

(Before C. V. O'neagh, Esq.)

Tuesday, May 27.

Chun Wong Yung, Lo Akum, and Tse Aseng, all under twenty years of age, were charged with being concerned with the theft of a pair of trousers valued at four shillings and sixpence, the property of one Frederick Smith, a private in the 27th Regiment. The third defendant was charged with stealing the trousers, the other two with being concerned in the theft. It appears that the owner of the trousers saw a number of boys under the verandah at Wellington Barracks, who all ran as soon as they caught sight of him. He ran after them, and one of them dropped the trousers. The three defendants were arrested, the 3rd ult. being pointed out by the second as the thief.

Third defendant said that he picked the trousers up, and asked the other boys if he might take them; they said "No," so he threw them down again.

His Worship sentenced the youngsters to fourteen days' solitary confinement, and the other two were discharged.

## ON THE WRECK SCENE.

Ke Ahing, a seaman, was charged with being in the unlawful possession of ampan and 17 baes of opium, valued at \$272.

Inspector Swanton stated:—At about 10 p.m. yesterday I went from Showkwan to Salwan and Cape Collinson, in a police boat, about midnight. I was near Peh Shawan, on the way back, when I saw a small boat in shore, which I halted several times; it however continued pulling through the Lyeemoon Pass. I at once threatened to fire at them, if they did not stop, and I fired one shot after the other. They took no notice, and I then fired three shots across. The lamp was trimmed on the boat, and I could see three men in her, but by the time the police boat got alongside there was only the defendant in her. I then saw something about five yards from defendant's boat, in the water, and found it was the bag containing eight baes of opium (bag and opium produced). Another bag

was also found close to the boat on the rocks close by. I have since found the owner of the opium.

Ho Ayung, the master of a trading junk, said the opium was his property, and he was sending it out to his junk at Futan Mun.

Defendant stated that he was taking the opium to the junk; he mistook the police for revenue officers.

The case was dismissed.

## LOITERING.

Yeung Awai and another, tooth-powder makers, were sent to four weeks' hard labour each for being found loitering in the Station Yard, at Showkwan, for a supposed unlawful purpose.

## ABANDON.

George Stainfield, house-agent, Hollywood Road, appeared on a summons for assaulting one Fo Ahin, his cook.

Plaintiff stated that defendant gave him ten cents to buy some fish. He had often bought fish for defendant before, but defendant made him pay for it because it was not good. Complainant went to the market, and seeing only one fish that appeared good, and finding its price was twenty cents, he returned and told the defendant, who gave him ten cents more. On going back to the market he found the fish was gone, and when he returned the defendant beat him.

Defendant stated that the cook was sent to buy fish every day; he returned yesterday, and said he could not get any, but the cook went afterwards and got some. He admitted striking the complainant.

Fined \$2, half the fine to go to complainant.

## DRUNKENNESS.

Frank Muller, a seaman, unemployed, was fined \$3, with the alternative of six days' imprisonment for being drunk and violent, at the Sailors' Home.

## HOW PRATES GET RID OF THEIR BOOTY.

Leong Aho, a shopkeeper, was charged with having in his possession eight anchors at his shop, Pray West, the property of one Wong Tsang Ki.

The complainant proved that the anchors were his property, and that they had been stolen from him by pirates on board the *Ham Uing* junk on the high seas. He had lost seventeen anchors altogether.

The defendant said that he bought the anchors from a man who called himself a blacksmith and said he had made them. He frequently bought anchors from blacksmiths. The case was remanded for one week.

## Marine Court.

(Before H. G. Thomson, Esq., R.N., Marine Magistrate.)

Tuesday, 27th May.

## THE "HAWTHORN."

Julius Augustus Franklin, Charles McDonald, William Ferguson, Daniel Reid, John A. Bacon, and John Kollins, seamen, British, charged with being the lawful command of the master (Christopher Mead), and using abusive language on several occasions, whilst on board the ship.

The Master stated that whilst the ship was getting under way at Tientsin Bay, the Chief Officer told Franklin and others to man the windlass. The defendants refused, and the Master then went forward, and ordered the whole of the crew to man the windlass. They became very abusive, and delayed getting the ship under way for half an hour. On another occasion at Newchwang, the witness found no one on watch; Bacon should have been on watch. Franklin and Reid abused the ship and the Master, saying that he had imposed on them. Franklin and Ferguson again abused witness, one day when they were ordered to haul the yards round a little sharper. Rollins on one occasion was steering badly, and when ordered to leave the wheel he was very insolent, and lifted his hand to strike the Master. The same complaint was made against Bacon.

The Chief Officer (James Sutherland) gave corroborative testimony.

In defence Franklin said that he had heard the Master use very obscene language towards the mate, and Bacon said that the Captain was in the habit of getting tipsy. These two men were fined \$3 each, with the alternative of eight days' imprisonment; the rest were discharged.

## T. E. "GALLERY OF LORNE."

Charles Jeffrey, seaman, British steamer *Gallery of Lorne*, was ordered to forfeit two days' pay for refusing to go to his work when ordered.

## THE "BRISBANE."

Alce, Almas and Sakad, Bremen belonging to the British steamer *Brisbane*, were charged with deserting from their ship.

Defendants admitted the charge, but said they were sick, and that the Chief Engineer had told them to go on shore.

Henry E. Gray, the surgeon of the *Brisbane*, said that the first and third defendants were certainly suffering, but were excused from duty; the second defendant had no excuse, being quite well. The first defendant was ordered to forfeit fourteen days' pay; second twenty-four days' and the third ten days' pay.

## China.

AMOT.

(Gazette.)

H. I. J. M. S. *Tukuba*, Commander Matsumura, arrived on the 22nd from Hongkong.

The British steamer *Corinthian*, Captain Wharton, left on the 20th for Swatow, Singapore and Penang with about 800 Chinese passengers.

The U. S. S. *Ranger*, Commander Boyd, returned on the 21st, from Swatow.

The German gun-boat *Wolf*, Commander Becke, left on the 21st for Foochow.

The Chinese predict that Amoy will this year be visited by a typhoon. They base this prediction on the unusually large number of insects, such as fleas &c., which have made their appearance this spring; but the connection is somewhat difficult to see.

We understand that the case of assault by the second mate of the *Formosa* on a Chinese seaman will be tried at Hongkong, and that the second mate and several other witnesses proposed this day (24th) in the *Albion* to Hongkong.

## THE JUNK.

We observe, with great regret, that a most serious accident has occurred to the *New Duns* in front of the British Consulate

sion, which threatens, not only the whole of the structure itself, but also the buildings in its immediate vicinity. Last Thursday night a very high tide occurred, and yesterday morning (25th) not only had that portion of the Bund-wall extending from Messrs. Wilson, Nicholls & Co.'s Hong to the Bund-house subsided, but that a very large portion of the backing had been washed away; and this morning the fears which had been entertained of further damage were realized, for the above named portion of the wall was found to have totally disappeared, the backing had all gone up as far as the old foreshore, and very serious damage had resulted to the neighbouring buildings. The premises occupied by the Hongkong & Shanghai Banking Corporation are in a ruinous condition, both the old and new portions having cracked and subsided in a most alarming manner, whilst the Bund-house itself is so far gone that its fate may be said to be sealed. In fact it is probable that during the high tides which will occur both this afternoon (24th) and to night the buildings above mentioned will have fallen. One of the mandarin poles at the Haikwan's is already down, and the other is certain to follow. The subsidence is probably more serious than was at first anticipated, as Messrs. Moalle & Co.'s cargo-boats broke adrift last night from their moorings, showing that the bed of the harbour has been seriously disturbed.

## OSAKA CHAMBER OF COMMERCE.

At the last meeting of the Osaka Chamber of Commerce, Mr Hiroe Sabai in the chair, and eighty members and ten visitors present—the Chairman reported that three new members had been elected during the preceding month, and that one had withdrawn. The question of bargaining money was then brought forward, with special reference to transactions between native merchants. The support of the members was then asked for the two commercial publications to be issued by the Chamber. The price of the weekly paper is to be 1 sen 3 rin per copy, and of the daily 8 rin. If each member would take 10 copies, the Chairman said, 2,500 copies could be disposed of, there being 250 members, and in this way the expenses of the Chamber could be met. The regulations for dealers in foreign goods, and for those engaged in the importation of goods from Tosa were again brought forward for consideration, and the meeting was brought to a close at 6 p.m. An extraordinary meeting will be held on the 12th instant, to take steps for issuing the *Shokijo Shingo* and the *Shokijo Chosa Nippo*.—*Huigo News Translation.*

## MATAOONG.

The Island of Mataoong is about a mile and a half long, and is about fifty miles from Sierra Leone. It possesses no harbour, and the steamers trading between the Coast and Liverpool have to anchor about four miles off when they have occasion to call for cargo. The principal articles obtained are gum, peanuts, India-rubber, and beeswax. These, however, are not the production of the island, but are landed there by coasting vessels, the place being used as a depot. There are French and English houses at Mataoong, the principal being that of Messrs. Fisher and Randall, of Manchester and Liverpool. Many American vessels also touch at the island, chiefly to land peanuts and hides. From Mataoong numbers of bullocks are sent to Sierra Leone, which is the principal trading town with the island. Mataoong is not noted for the growth of any particular produce, the soil being considered rather sterile than otherwise. It is not thickly populated, and is not very often visited by the whites of the other part of the coast. In many quarters the island was looked upon as an open port, where the natives could sell the land, and the purchaser would be under the protection of the Government to which he belonged; while by others it was considered to be under the protection of the British flag. The following particulars as to the ownership of the island have been brought into public notice during the past few days. It seems that some years ago there resided at Canterbury, where he was born, a young Jew of the name of Nathaniel Isaacs. While yet a youth he went out to South Africa, and at Sierra Leone he commenced his career as a merchant. He rapidly rose both in influence and prosperity, and was at that time one of the most powerful traders in the district. Being engaged on the mainland, the importance of Mataoong as an independent island did not escape his notice, and his frequent visits to the place itself only tended to strengthen his desire of obtaining it. The island at that time was in possession of two partners, Englishmen—Stephen Gabbidon and William Savage—who had acquired it from the Beri Beri chiefs, the original owners of it. On the 30th Dec, 1825, the Island of Mataoong became the property of Nathaniel Isaacs. One of the characteristics of the Africans of that district, however, is their unwillingness to sell their land outright, and Mr Isaacs stipulated to continue the payment made by Gabbidon and Savage of a royalty of £5 a year to the Beri Beri chiefs, and this has been paid up to the present time by the executor of the proprietor. Mr Isaacs was not disappointed in his favourable views of the island, and he carried on a large and profitable trade. His influence on the mainland became even greater than before, and it was thought Mataoong was likely to succeed Sierra Leone as the great emporium of that district. Mr Arthur Kennedy, subsequently Sir Arthur Kennedy, was Governor of the Gold Coast at that time. Being a somewhat healthier part of the coast, and containing many advantages, it was often the scene of various festivals in which the traders and officials of the district were the guests, and Mr Isaacs the host. Matters went on smoothly and pleasantly for Mr Isaacs until the Governor suspected him of transactions in slaves—though it is said for this there were no grounds whatever. Mr Kennedy, however, decided to take steps for the arrest of Mr Isaacs. On the evening previous to the despatch of a British gunboat from Sierra Leone to the Island of Mataoong, for the apprehension of Mr Isaacs, the nephew of the latter, at the seat of the Government, got wind of the matter, and at once resolved to abduct his uncle. Mr Isaacs, knowing the power of the Governor and acting on the advice of his nephew, left the island and went to the mainland, remaining with the powerful tribe of Mandingoes for some time afterwards. Subsequently Mr Isaacs returned to England, and complained to the Government of the harsh treatment of Mr Kennedy, and on the latter's return

home Mr Isaacs brought an action against him, laying the damage at £20,000. The action, however, was not tried, as, through some informality, the writ was not served on the proper day, and Mr Kennedy was almost immediately afterwards despatched as governor to Swan River. The island seems to have been a bone of contention between the English and French authorities for some time past, and the latter Government even offered the owner £80,000 for it, in order to establish a naval station there, but the offer was declined. At the present time Mataoong is in the possession of Messrs. Fisher and Randall, of Manchester and Liverpool, who rent it from the executor of the late Mr Isaacs.

The British and African Company's steamer *Cameron* arrived at Liverpool recently from the West Coast of Africa. She brings news from Sierra Leone up to the 24th Mar., at which time the occupation of the island of Mataoong by the French was the all-absorbing topic of conversation. Intelligence of the matter first reached the Colonial Government at Sierra Leone on the 15th March. Her Majesty's gunboat *Borer*, Commander Arlington, was lying in port, and was despatched the same evening to the island of Mataoong to ascertain the accuracy of the report, and also with a protest from the British authorities. The *Borer* returned to Sierra Leone on the 18th with the information that the French authorities were in possession of the island, and that troops were busily engaged erecting barracks will all possible despatch under the protection of a French gunboat. Two gunboats were there in the first instance, but one subsequently left. The British protest was delivered, but the answer, if any, did not transpire. Governor Rowe was absent at this time from Sierra Leone, being engaged in adjusting some important differences between native chiefs at the River Gambia, but the affair was considered so important that a special steamer was at once despatched to Bathurst. The island of Mataoong commands the entrances of two important rivers to the north of Sierra Leone, the Mellicourie and Fouricariah, the sovereignty over which is exercised by the native kings of the territory through which the rivers run. For some few years past the French Government have laid claim to the jurisdiction over one of these rivers, but the Government of Sierra Leone has always disputed it, and the native chiefs of the river in question have also repeatedly repudiated the French claims, and on several occasions have applied to the Sierra Leone Government for protection. These differences having been, from time to time, represented to the Home Government, it was understood that they were engaged in adjudicating upon the respective claims. The sudden occupation of Mataoong by the French, however, seems to have settled the question for a time, and the inhabitants of Sierra Leone and district were anxiously waiting the action of the British Government in the matter. It was not known on the Coast upon what basis the French authorities rested their claims upon Mataoong, but by a treaty dated April 18, 1826, between the then Government of Sierra Leone and the native chiefs of the territory in question, the island was formally ceded to and has since formed part of Her Majesty's dominions. The action of the French Government, therefore, had created much commotion amongst the commercial portion of Sierra Leone, as the island forms a most important part of the trading colony.

This main difference between men, insignificant and great, is energy.

Go to thy aunt, thou sluggard, and if she is worth money, consider her ways.

PREFER sense to wit; never seek to be diverting without being useful; let no jest intrude upon good manners.

ACCORDING to the New York *Graphic's* "club gossip," a decided expression of opinion has been created in society in that city, by the issue of a circular appealing to certain fashionable ladies to refrain from having champagne or any other kind of wine at luncheon parties.

QUEEN Victoria's favorite authors are said to be Charles Dickens, George Eliot, Wilkie Collins, William Black and Walter Scott,—the last two being more read on account of their descriptions of Scotch scenery and life.

JOHN W. Fisher, a sewing-machine expert of Bismarck, Dakota, claims to have revolutionized the sewing-machine by discovering how to make one machine run three needles. No more power or skill is needed, but it is claimed that the invention, which has been patented, will enable one operator to do as much as three have done before.

THE Japanese method of keeping meat fresh in hot weather is just now attracting a good deal of attention in European circles. It consists in placing the raw flesh in porcelain vessels and pouring on it boiling water, whereby the albumen on the surface is quickly coagulated, and forms a protection against the further action of the water. Oil is then poured on the surface of the water so as to prevent the access of air, and consequent putrefaction of the meat. The system of protecting animal substances by securing coagulation of their albumen and the exclusion of air is of course no novelty; and it can hardly be supposed that we are indebted to the Japanese for its original adoption. But undoubtedly their method of applying it is far preferable to that practised by ourselves in the process of preserving tinned meats, which appears to consist in boiling them for such a length of time that almost all their flavour is destroyed, and the ultimate result is a mass of tasteless shreds of muscular fibre.

This trial has just taken place at Long Reach of the first-class torpedo boat recently constructed by Messrs. Yarrow and Co., of Poplar, for the Admiralty. Three runs were made with the tide and three against it in the usual way, with the result that the mean of means, calculated by the Admiralty method, was 21-93 knots, equal to 25½ statute miles. The load carried during the trial was 8½ tons, which represents the weight of torpedoes, gear, coals, &c. The steam pressure was 12½ lbs. throughout, and during the four first runs the engines were slightly eased, which accounts for the last pair of runs giving the best result. It was found that at speeds of between 17 and 19 knots the vibration of the boat was considerable, but when running over 20 knots it entirely disappeared; so much so, in fact, that it was quite possible to write legibly on the stern immediately over the screw. This craft is of precisely the same dimensions as those already built for the English Government, which on their trials have given speeds varying from 18 to 19 knots; and this little frigate, which is only 66 feet long, stands unrivalled as the fastest vessel in the world.



## To Let.

## TO LET.

OFFICES, GODOWNS, and  
GOODS STORED.  
Apply to  
PUSTAU & Co.,  
Praya, Pottinger Street.  
Hongkong, April 30, 1879. my80

## TO LET.

IN the Houses on MARINE LOT 65,  
formerly known as the Blue Houses,  
situate on Praya East:—  
FIRST FLOORS of Nos. 3 and 4, Praya  
East, with immediate possession.

## As also,

FIRST CLASS GRANITE GODOWNS,  
attached to Blue Houses at Wanchai,  
MARINE LOT 65; and BASEMENTS of  
Nos. 2 and 3, with immediate possession.

## Also,

A SPACIOUS TIMBER YARD, close  
to the Wanchai Pier. Timber received on  
Storage or the Yard Rented.

For further particulars, apply to  
MEYER & Co.  
Hongkong, March 4, 1879. jn1

## TO LET.

TWO HOUSES, Nos. 29 and 31,  
HOLLYWOOD ROAD.

## Apply to

J. J. dos REMEDIOS & Co.  
Hongkong, May 9, 1879. jn9

## TO LET—AT WANCHAI.

FIRST CLASS  
GODOWNS.  
Goods of every description Landed and  
Stored.

For terms, apply to  
LANDSTEIN & Co.  
Hongkong, April 4, 1879. jn4

## TO LET.

OFFICES, PRAYA CENTRAL,  
now occupied by Messrs NORTON & Co.,  
with possession from 1st June next.

## Apply to

RUSSELL & Co.  
Hongkong, May 28, 1879. jn26

## TO LET.

QUART, ARBUTHNOT ROAD, at present  
in the occupation of Messrs GILMAN  
& Co. Possession from 1st June next.

## Apply to

STEPHENS & HOLMES,  
Solicitors.  
2, Club Chambers, 23rd May, 1879.

## TO LET.

MARINE HOUSE—WEST.  
SECOND FLOOR and a GODOWN.  
OFFICES in Queen's Road, now under  
the occupation of Messrs WILSON & BIRD,  
and Messrs DAVIS & Co.

## Also,

OFFICES and GODOWN in DUNDRELL  
STREET.  
Apply to  
E. R. BELLIOS,  
Hongkong, May 21, 1879.

## TO LET.

"ROSE VILLAS"—FURNISHED OR  
UNFURNISHED,  
BONHAM ROAD,  
WITH Large TENNIS LAWN.  
Apply to  
SHARP & DANBY,  
No. 6, Queen's Road Central,  
late Messrs E. D. SASSOON & Co.  
Hongkong, May 10, 1879.

## TO LET—FURNISHED.

THE CLIFFS, near Mount Gough, con-  
taining SIX LARGE ROOMS, &c.  
—presently occupied by Dr. ADAMS.  
Apply to  
MR J. D. HUMPHREYS,  
Hongkong Dispensary.  
Hongkong, May 8, 1879.

## TO LET.

HOUSE No. 9, ZETLAND STREET.  
DAVID SASSOON, SONS & Co.  
Hongkong, April 28, 1879.

## TO LET.

OFFICES in CLUB CHAMBERS.  
Apply to  
DOUGLAS-LAPRAIK & Co.  
Hongkong, April 8, 1879.

## TO LET.

PORTION of a HOUSE, very suitable  
for OFFICES and DWELLING, also  
for a STORE, Queen's Road Central.  
Possession 1st March next.  
Apply to  
LANDSTEIN & Co.  
Hongkong, February 4, 1879.

## HONG LISTS.

Circular, large sheet.  
THE AMENDED HONG LIST,  
in English and Chinese, con-  
taining the Names of all the most  
important Companies, Institutions  
and Mercantile Houses in the  
Colony.  
Price, 25 cents each; or \$2.50  
per dozen.  
At the "China Mail" Office.

## Mails.

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. BELGIC will be despatched  
for San Francisco via Yokohama,  
on SATURDAY, May 31st, 1879, at 3  
p.m., taking Cargo and Passengers for  
Japan, the United States, Mexico, Central  
and South America, and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.  
Freight will be received on Board until  
4 p.m. of the 30th May. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day: all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.  
Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Customs,  
San Francisco.

For further information, as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.  
H. M. BLANCHARD,  
Acting Agent.

Hongkong, May 26, 1879. my31

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship ALASKA  
will be despatched for San Francisco,  
via Yokohama, on MONDAY, the 2nd  
June, at 3 p.m., taking Passengers, and  
Freight, for Japan, the United States, and  
Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

On THROUGH PASSAGES TO EUROPE,  
A REDUCTION OF TWENTY PER  
CENT from Regular Rates is granted to  
OFFICERS of the ARMY and NAVY,  
and MEMBERS of the CIVIL and  
CONSULAR SERVICES in COMMISS-  
SION.

Freight will be received on board until  
4 p.m. of 1st June. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, May 8, 1879. jn2

## STEAM FOR

SINGAPORE, PENANG, POINT DE  
GALLE, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MEDI-  
TERRANEAN PORTS, SOUTH-  
AMPTON, AND LONDON (Direct);  
ALSO  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
LOMBARDY, Captain W. B. HALL, will  
leave this on TUESDAY, the 3rd June, at  
Noon.

For further Particulars, apply to  
A. MEYER, Superintendent.  
Hongkong, May 20, 1879. jn3

## Insurances.

SWISS LLOYD  
TRANSPORT INSURANCE COMPANY  
OF WINTERTHUR.

THE Underigned having been appointed  
Agents for the above Company, have  
This Day taken over charge of the Hong-  
kong Agency, and are prepared to grant  
INSURANCE on MARINE RISKS at Current  
Rates to all parts of the World.

MEYER & Co.  
Hongkong, February 10, 1879. jn1

## THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Underigned having been appointed  
Agents in Hongkong for the above-  
named Company, are prepared to Grant  
Policies against FIRE on Buildings and  
on Goods to the extent of \$50,000, at the  
usual Rates, subject to an immediate Dis-  
count of 20 per cent.

Attention is invited to a considerable  
reduction in Premiums for Life Insurance in  
China.

MEYER & Co.  
Hongkong, August 18, 1879. jn1

## Insurances.

## ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE  
COMPANY.

THE Underigned are prepared to grant  
Policies against FIRE to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Siam, and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.  
JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, November 1, 1871.

## THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George The First,  
A. D. 1720.

THE Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
Marine Department.

Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.  
CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong  
for the above Company, are prepared  
to grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY,  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profit,  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the net amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.

J. BRADLEE SMITH,  
Secretary.  
Hongkong, December 9, 1878.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Insurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNOLD, KARBERG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.  
Capital of the Company £1,000,000 Sterling  
of which is paid up £ 400,000  
Reserve Fund upwards of £ 220,000  
Annual Income £ 250,000

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 15, 1868.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the  
Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Alaska	5	c	Seabury	Amer.	str.	3452	May 10	P. M. S. S. Co.	Albany & Buffalo	at daylight
Albay	5	h	F. Ashton	Brit.	str.	366	May 27	Douglas Lapraik & Co.	Ythams & S. F. Cisco	2nd prox.
Amoy	4	c	Dreves	Brit.	str.	814	May 23	Siemssen & Co.	Amoy, &c.	30th daylight
Argyll	4	h	Scott	Brit.	str.	1271	May 9	Jardine, Matheson & Co.	Bangkok	Cleared
Belgio	5	k	Meyer	Brit.	str.	1716	May 17	O. & S. S. Co.	Guam	31st inst.
Bombay	1	h	Roddell	Brit.	str.	749	Feb. 12	Kwok Acheong	Ythams & San F. Cisco	
Briabane	3	h	Reddell	Brit.	str.	1700	May 19	Gibb, Livingston & Co.	Australian Ports	
Charlton	2	h	Johnson	Brit.	str.	786	May 23	Melchers & Co.	Yokohama	Mails
China	5	c	Alderton	Brit.	str.	1036	May 16	P. & O. S. N. Co.	Manila	Abdeen Dock
Crusader	4	c	Rowlin	Brit.	str.	647	May 28	J. Pittman	Salmon	Tug Flying
Emeralda	1	c	Cullen	Brit.	str.	395	May 20	Russell & Co.	Marseilles, &c.	To-day
Fame	6	b	Stopan	Brit.	str.	117	May 19	H. K. & W. P. Dock Co.	Foochow	
Galley of Lorne	3	h	Dryden	Brit.	str.	1389	May 19	Gibb, Livingston & Co.	Coast Ports	28th inst.
Iracouaddy	5	c	Gauvain	Foh.	str.	2558	May 24	Messageries Maritimes	K'loon Dock	
Killarney	4	c	O'Neill	Brit.	str.	1080	May 16	Gibb, Livingston & Co.	Salmon	
Kiungchow	1	h	Goggin	Brit.	str.	365	May 27	Kwok Acheong	Bangkok	
Kwangtung	5	b	Hunter	Brit.	str.	675	May 24	Douglas Lapraik & Co.	Manila	
Leyte	5	c	Zublaquire	Span.	str.	312	April 8	Russell & Co.	Yokohama	
Olaf	5	c	Andersen	Dan.	str.	976	May 26	Siemssen & Co.	Salmon	
Paladin	5	d	Parker	Brit.	str.	897	May 22	Arnold, Karberg & Co.	Manila	
Rajasthanianhar	5	c	Hopkins	Brit.	str.	933	May 19	Yuen Fat Hong	Yokohama	
Salvadora	5	b	Harlinga	Span.	str.	615	May 19	Remedios & Co.	Yokohama	
Sea Gull	8	h	Haydon	Amer.	str.	48	Mar. 24	China Traders Insurance Co.	Yokohama	
Sorogodon	3	c	Lopez	Span.	str.	240	May 19	Vogel & Co.	Yokohama	
Tanais	5	c	Marcelle	Foh.	str.	1000	May 24	Messageries Maritimes	Yokohama	
Zephyr	1	b	Heuer	Brit.	str.	1000	May 24	Russell & Co.	Yokohama	
<b>Sailing Vessels</b>										
Abbie N. Franklin	4	c	Howes	Amer.	bge.	460	Mar. 6	Captain	Manila	
Advance	2	c	Spencer	Brit.	bge.	336	May 17	Chinese	Manila	
Aleppo	1	c	Balconer	Brit.	bge.	665	April 27	Borneo Co., Limited	Manila	
Alexa	3	c	Kobb	Brit.	bge.	424	April 20	Jardine, Matheson & Co.	Manila	
Alice C. Dickerman	3	c	Dugan	Amer.	Sm. so.	501	May 15	Order	Manila	
Anne	2	c	Lassen	Dan.	soh.	171	May 18	Chinese	Manila	
Aurora	5	c	Milne	Brit.	bge.	294	May 20	Chinese	Manila	
Beethoven	1	c	Haje	Ger.	bge.	340	May 14	Melchers & Co.	Manila	
Black Prince	7	c	Clower	Brit.	str.	751	May 4	Russell & Co.	Manila	
Carlecks	7	c	Jones	Brit.	bge.	976	May 21	Meyer & Co.	Manila	
Chamron Kamrye	2	c	Stobae	Brit.	bge.	609	May 16	Kin Tye Loong	Manila	
Channel Queen	2	c	Lachour	Brit.	bge.	609	May 24	Eduard Schellhaas & Co.	Manila	
Ching-too	3	c	Barker	Brit.	Sm. so.	304	May 24	Borneo Co., Limited	Manila	
Clara	7	c	Cutter	Brit.	str.	887	May 25	Borneo Co., Limited	Manila	
Edith	4	c	Hanson	Amer.	str.	1178	April 30	Vogel & Co.	Manila	
Edward May	4	c	Johnson	Amer.	bge.	925	April 8	Russell & Co.	Manila	
Elizabeth	4	c	Chasen	Ger.	bge.	447	May 18	Wieler & Co.	Manila	
Excelsior	8	c	Eddy	Amer.	bge.	595	May 17	Captain	Manila	
Flory Cross	1	c	Shawman	Brit.	str.	685	May 23	Captain	Manila	
Fulda	1	c	Basson	Ger.	bge.	884	May 3	Melchers & Co.	Manila	
Gauntlett	7	c	Luce	Brit.	bge.	668	May 17	Gibb, Livingston & Co.	Manila	
Gertrude	4	c	France	Brit.	bge.	483	April 18	Carlowitz & Co.	Manila	
Golden Fleese	4	c	Wiltshire	Brit.	bge.	893	Mar. 10	Vogel & Co.	Manila	
Hattie E. Tapley	8	c	Tapley	Amer.	str.	940	April 26	Vogel & Co.	Manila	
Haze	2	c	Mead	Brit.	bge.	298	May 28	Wieler & Co.	Manila	
Hendrik Ibsen	4	c	Evans	Amer.	str.	862	April 13	Vogel & Co.	Manila	
Highlander	3	c	Das	Norw.	bge.	274	May 11	Eduard Schellhaas & Co.	Manila	
Hongkong	4	c	Hutchinson	Amer.	str.	1853	June 19	Vogel & Co.	Manila	
Irene	3	c	Oam	Ger.	Sm. so.	219	May 10	Arnold, Karberg & Co.	Manila	
John R. Stanhope	3	c	Yates	Amer.	str.	481	May 18	Russell & Co.	Manila	
Julia A. Brown	2	c	Pillsbury	Amer.	bge.	407	May 5	Arnold, Karberg & Co.	Manila	
Juliane	3	c	Nickerson	Amer.	str.	542	May 23	Douglas Lapraik & Co.	Manila	
Krung They	2	c	Uestmann	Ger.	Sm. so.	187	May 15	Captain	Manila	